

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY MAIL DAY.)
Contains the Week's News of Hongkong and the Far East.
Price (including Postage) to any part of the world \$15. per annum.

The China Mail.

ESTABLISHED 1840

AGENTS
OF THE CHINA MAIL
FOR THE FOLLOWING PORTS:
Canton, Shanghai, Hongkong, Peking, Tientsin, Hankow, Yokohama, Kobe, Manila, Singapore, Batavia, Borneo, Java, Sumatra, Ceylon, India, Australia, New Zealand, South Africa, Europe, America, and all other ports to which the China Mail is carried.

No. 16,681.

號七廿月十年六十百九千壹英

HONGKONG, FRIDAY, OCTOBER 27, 1916.

辰丙大歲年五國民華中

PRICE, 83.00 Per Month

THOMAS

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SOLE AGENTS:

A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
Tel. 416.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A. Chapman, V.D.

JOINED.

Pte. R. Young having joined is allotted Corps No. 2080 and posted to Right Section M.G. Co.

Pte. F. A. M. Rosario having joined is allotted Corps No. 2081 and posted to Right Section M.G. Co.

Pte. L. D. McNeill having joined is allotted Corps No. 2082 and posted to Scouts Company.

Gr. T. A. Martin having joined is allotted Corps No. 2083 and posted to Artillery Battery.

LEAVE.

Pte. A. David is granted 6 weeks' leave from 28.10.16.

Spr. A. Tice is granted 3 months' leave from 28.10.16.

Spr. C. Dickens is granted 14 days' leave from 29th October, 1916.

PROMOTIONS.

Bolchere & Section with effect from 28.10.16.—To be acting Bombardiers, Grs. P. Tod and H. S. Rouse.

DEPARTURES.

This Section will parade at 8.20 a.m. on Sunday, 29th instant, at Blake Pier for subcalibre practice from Stonecutters. Dress: Drill order Khaki (without belt and arms).

ATTACHED.

Pte. A. H. Bremner is attached to Mounted Section H.K.V.C. from this date.

MUSKETRY.

Range Officers will see that the under-mentioned practice are correctly carried out:—

Practice No. 8 Table B, 200 yards snap-shooting with bayonet fixed five rounds, five seconds exposure, lying behind cover and firing round right edge with side of rifle rested.

Practice No. 9 Table B, 200 yards Rapid with bayonet fixed, 8 rounds in 80 seconds, lying in the open. No rest, magazine and chamber empty; bolt closed and safety catch on.

DRESS.

Unless otherwise ordered tunics and caps will be worn on all parades after 6.00 p.m.

PARADES.

Monday, 30th inst.—5.10 p.m. Centre Section M.G. Co. M.G. drill at Kowloon Dock. Hongkong residents proceed by launch from Statue Wharf at 4.30 p.m. 5.15 p.m. Left Section M.G. Co. and Civil Service Company section drill at Headquarters. Right Section M.G. Co. section drill at Headquarters. Scouts Company platoon drill on Cricket Ground.

Tuesday, 31st inst.—5.15 p.m. Street-cher Bearer Section at Headquarters. Mounted Section at Jockey Club Stables. 5.30 p.m. Signalling Section "A" and "B" classes at R. A. Theatre.

Wednesday, 1st Nov.—5.15 p.m. Engineer Company (Taikoo Section only) section drill at Taikoo Dock.

Friday, 3rd Nov.—6.15 p.m. Reports of all units at Headquarters C.S.M. Withnell and Corp. Grimes will attend. Signalling Section "A" and "B" classes at R. A. Theatre. Artillery Battery 10pr. D.L. gun drill at Gun Club Hill. Sergt. Bradley will attend. Hongkong residents parade at Star Ferry Wharf, Hongkong 5.00 p.m.

Saturday, 4th Nov.—2.30 p.m. Trained Men Centre Section M.G. Co. Musketry Standard Test on King's Park Range. Range Officer, Captain Wood. Officer 1/o Butts, Captain Preston. 25 rounds per member must be taken to the Range.

Sunday, 5th Nov.—9.00 a.m. Bolchere & Section half charge gun practice at Bolchere. Trained Men Signalling Section, Musketry Standard Test on King's Park Range. Range Officer, Captain Wood. Officer 1/o Butts, Captain Preston. 25 rounds per member must be taken to the Range.

DETAIL.

On duty 29th, 30th and 31st Oct. Scouts Company.

On duty 1st Nov. Centre Section M.G. Co.

On 2nd Nov. Artillery Battery.

On 3rd Nov. Civil Service Co.

On 4th Nov. Right Section M.G. Co.

Ordinary Officer from 29th to 4th Nov. Lieut. Murphy.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

8,000 Tons, 8,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.
Splits 70 Cts. " "



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AERATED WATER MANUFACTURERS.
Telephone 438.

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IMPORTERS, EXPORTERS & GENERAL AGENTS.

10 Queen's Road Central.

DEALING in American Hardware, Tools, Machinery, Paint and Oil, Lamps, Window glass, Building materials, Railroad and Ships Supplies, etc., etc.

PRICES MODERATE.

Telephone 5143.

Hongkong, July 23, 1916.

PEAK TRAMWAYS COMPANY LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement as the Company's Office, ALEXANDER BUILDING, Des Voeux Road Central.

Season and youth tickets available to all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.

NO REFUND OF FARE if a ticket is issued and payment therefor has been made in Bank Notes or by Cheque or Comprodor order representing Bank Notes.

JOHN D. HUMPHREYS & SONS,
General Managers.

KING EDWARD HOTEL

Central Location
A. L. ELECTRIC TRAM PASS ENTRANCE.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.

TELEPHONE 373.

TELEGRAPHIC ADDRESS: "VICTORIA." J. WITCHELL, Manager.

NORTH BRITISH & MERANTILE INSURANCE CO.

IN WHICH ARE ENTERED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, Ltd., and THE RAILWAY PASSENGERS INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914, £23,970,387.

1—Authorized Capital £5,000,000

2—Subscribed Capital £4,000,000

3—Paid-up Capital £2,437,500

4—Fire Funds £3,337,047

5—Life & Annuity Funds £17,507,590

6—Sinking Fund Account £28,230

Revenue Fire Branch £2,381,452

Life and Annuity £1,141,593

Branches £37,229

Revenues Marine Department £478,940

Other Receipts £25,230,328

As Accumulative Funds in the various branches the Company's investments are £1,000,000,000, and we add to these the claims made by the respective departments of the Company's business.

SHEWAN TOMES & CO.
Agents.

BUSINESS NOTICES.

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
—OF HONGKONG LTD.—
AGENTS:—
—TELEPHONE 430—
—TAIKOO DOCKYARD—
—BUTTERFIELD & SWIRE—
—TELEPHONE 212—

LIVER AIDS.

PODOPHYLLIN & TARAXACUM PILLS

KEEP THE LIVER ACTIVE AND THE SYSTEM FREE FROM WASTE MATTER.

Price 75 cents Per Bottle.

THE VICTORIA DISPENSARY.

32 QUEEN'S ROAD CENTRAL.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1882

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.
CARBON LAIN 5" to 15" CIRCUMFERENCE.
3 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

THE HONGKONG HOTEL

GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADAMABLY SITUATED AT VICTORIA GAE.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Dining, Lounge, Snooker and Ladies' room. Roof Garden.

Terms—From \$6 per day. Meals.

Telegraph add: "Peacote."

P. O. FEUSTER,
Manager.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs net.

In Bags of 250 lbs net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG
FRIDAY, 27th OCTOBER.

8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'

10 P.M. 'KINSHAN' 5 P.M. 'FATSEAN'

SATURDAY, 28th OCTOBER.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'

10 P.M. 'HONAM' 5 P.M. 'KINSHAN'

Single Fare by Night Steamer 8.00

Return Fare by Night (available also for Return by day Steamer) 11.00

Single Fare by Day Steamer 5.00

Return Fare by Day Steamer 6.00

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2006. S.S. 'SUI TAI' Tons 1861.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 3 P.M. Sunday at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 29th OCTOBER.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SUI TAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SALAM' 588 Tons, and S.S. 'NANSHAN' 469 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SARUL". These vessels have superior cabin accommodations and are lighted throughout by electricity. Electric fan in each cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor)

Opposite the Blake Pier.

THE KWONG HIP LUNG CO., LTD.

NOW RECONSTRUCTED.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two shipways and can accommodate any craft

of 100 tons long.

Town Office 45, Des Voeux Road Central, Hongkong. Telephone No. 459.

Employed: Shum-Sai-Bo, Kowloon, Hongkong. Telephone No. 9.

Estimates furnished on application. KWONG PING WA, Manager.

Hongkong, April 1, 1917.

Bournville

The 'COCOA de Luxe'

HIGHEST GRADE
BRITISH MADE.

Cadbury's Bournville COCOA represents the highest grade of nutritive cocoa prepared on the market; it is fully guaranteed for high reputation in food value and delicacy of flavor, and is second to none in any respect when compared with other brands. Medical Magazine, March, 1912.

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export.

FROM THE FACTORY IN GLAZIER, BOURNVILLE, ENGLAND.

INTIMATIONS

CHINA EXPORT-IMPORT AND
BANK COMPAGNIE

NOTICE IS HEREBY GIVEN that any person or firm having claims against the Hongkong Branch of the CHINA EXPORT-IMPORT AND BANK COMPAGNIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognized.

BRADLEY & Co., Ltd.
Liquidators

Hongkong, Oct. 2, 1916.

HONGKONG GYMKHANA CLUB.

THE FIFTH GYMKHANA MEETING of the SEASON will be held at HARRY VALLEY on SATURDAY, the 28th October, 1916, commencing at 3.15 p.m. The Charge of the day will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB. Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

Hongkong, Oct. 25, 1916.

WANTED.

TWO Experienced OPERATORS to take charge of large DRAG LINE EXCAVATORS in connection with Irrigation Works now under construction in Siam. Applications accompanied by copies of recent testimonials should be addressed to the Director General, Royal Irrigation Department, Bangkok, Siam, stating age, experience, salary required and whether married or single.

Hongkong, Oct. 23, 1916.

THE HONGKONG & WHAMPOA
DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of \$2.50 per Share will be paid to all Shareholders on the Company's Register at 31st October, 1916. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 8th November, both days inclusive. Dividend Warrants may be obtained at the Hongkong Office, Queen's Building, on THURSDAY, 9th November, 1916.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.

Hongkong, Oct. 24, 1916.

CANTON KOWLOON RAILWAY.

TENDERS for the Supply of LIQUORS and REFRESHMENTS at the Terminal Stations at TAI SHA TAU and KOWLOON and on all Trains on the above Railway.

It is hereby notified that SEALED TENDERS which should be clearly marked "TENDER FOR THE SALE OF REFRESHMENTS AND LIQUORS ON THE CANTON KOWLOON RAILWAY" will be received at the Head Office of the British Section at Kowloon, and at the Office of the Managing Director at TAI SHA TAU until Noon of SATURDAY, November 4th.

Forms of Tender and full particulars may be obtained at the Head Office of the British Section at Kowloon or at the Head Office of the Chinese Section at TAI SHA TAU.

The Railway does not bind itself to accept the highest or any tender.

H. P. WINSLOW,
Manager,
British Section.
WEN TEH CHANG,
Managing Director,
Chinese Section.

Kowloon, 24th Oct. 1916.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS.

In each class of goods, besides being a complete commercial guide to London and its suburbs, the Directory contains lists of EXPORT MERCHANTS.

with the Goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES.

arranged under the Ports to which they sail, and indicating the approximate dates.

PROVINCIAL TRADE NOTICES.

of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, "freight paid," on receipt of Postal Order for 2/6.

Dealers seeking Agents can advertise their trade cards for 2/6, or larger advertisements from 2/6.

The London Directory Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

INTIMATIONS

The List will be closed on or before 15th
November, 1916.HONGKONG GOVERNMENT
SIX PER CENT. WAR
LOAN OF 1916.ISSUE OF \$3,000,000 HONGKONG
CURRENT SIX PER CENT.
BONDS to Bearer authorised by
the War Loan Ordinance 1916.The Proceeds of the Loan will be handed
over to the Imperial Government as
a War Contribution from the
Colony of Hongkong.The Principal and Interest of this Loan
are guaranteed by the Government
of Hongkong and are secured by
the Revenues of the Colony.

Price of Issue—\$100 Per Cent.

Interest payable—1st May and 1st
November.First Coupon for full six months
interest payable—1st May 1917.Principal repayable at par on—1st
November 1924, or at the option of
the Government of Hongkong,
principal may be wholly or partially
repaid at any time, after fifth year
of drawings of Bonds.THE HONGKONG & SHANGHAI
BANKING CORPORATION, Hong-
kong, are instructed by the Government
of Hongkong to invite subscriptions for
the above Loan.The Bonds will be issued in denomi-
nations of \$100, \$500, \$1,000, \$5,000 and
\$10,000, payable to Bearer with half
yearly interest coupons attached payable
1st May and 1st November, at the office
of the Hongkong and Shanghai Banking
Corporation, Hongkong.The first coupon will be attached to
Scrip Certificates which will be ex-
changed later for definitive Bonds.This loan will be free from any local
taxation as regards both principal and
interest.Applications will be received by the
Hongkong and Shanghai Banking
Corporation, Hongkong, from whom the
necessary printed forms can be obtained.
Such applications must be for \$100 or
any multiple thereof and be accompanied
by a deposit of 20% of the amount
applied for.Applications may be accepted in whole
or in part, and in the event of partial
allotment the surplus amount paid as
deposit will be appropriated towards the
payment of instalments due on allotment.
The Government has the right to
refuse any application.

Payment will be required as follows:

25 per cent. on application.

25 " " allotment (4th Dec. 1916).

25 " " 20th December, 1916.

25 " " 15th January, 1917.

100%

In case of default in the payment of
any instalment at its due date, the
deposit and instalments previously paid
will be liable to forfeiture.Scrip Certificates, with coupon attach-
ed for the first half year's interest due
on 1st May 1917, will be issued after
payment of the instalment due on allot-
ment, and such certificates, when fully
paid, will be exchangeable for Bonds
when Bonds are ready for delivery.HONGKONG & SHANGHAI
BANKING CORPORATION.

Hongkong, 24th October, 1916.



"LEADING THE WAY"
"CAPSTAN"
MIXTURE
"THE SKIPPER'S FAVORITE"
W. D. & H. O. WILLS.
BRISTOL and LONDON.

BODY ARMOUR.
PAST, PRESENT, AND TO COME.

[By Dr. C. W. SALKBY.]

Soldiers, their friends and relatives,
surgeons, inventors, patentees and
would-be patentees, retailers and in-
debtors have combined to send me a
formidable mass of correspondence and
printed matter in regard to my recent
article on "Armoured Men." After much
labour, mostly useless, I hope now to
offer a few notes that may be useful.One of the most famous soldiers and
by far the most famous educator in the
world, after thanking me for my "very
practical ideas on body armour"—though
my only idea has been to experiment
and see, which is called "the scientific
method"—continues as follows:—"I think that one of the main reasons
why soldiers do not readily adopt armour
(apart from its appearing to be a sign of
fink, apart from the extra few pounds
to their load where already they feel
that the last straw has been reached,
apart from the proved danger of inferior
shields) is the fact that so much 'rot'
has appeared in the newspapers on the
subject as makes them feel that the
whole question is being ventilated by
armchair theorists."As to "a sign of fink." The reply is
that this tradition must die forthwith,
that our men and their cause may live.
In our halls is hung armour of the
invaluable knights of old," said Words-
worth a century ago, and our heroes of
to-day, who say with him and them,
"We must be free or die," have not been
ashamed to protect themselves. They
are not their own but Freedom's. In any
case, the principle has been conceded in
the helmet.As for the extra weight, Sir Arthur
Conan Doyle, a given good argument
to suggest that the necessary weight
be utilised without being necessarily
worn and borne by our men all the time.
And slowly but surely to reach an
objective is better than swiftly to ap-
proach and as swiftly to be mown down
in trying to reach it. In times past we
have mown down hosts of brave and
devoted "savages" with our machine-
guns; and the simple truth is now
appearing that the educated, modern,
civilised soldier is made of flesh and
blood, just like the "savage," and can
no more live against nickel and lead
than he can against the insoluble
nature of the human body. mere numbers of much bodies will not
solve it, as savages have found to their
cost in fighting us in the past, and as
our men found to their cost when, at
the beginning of the war, with two
machine-guns per battery of German, with
twenty or forty. The tables are turned,
and we must bethink ourselves anew.As for "the proved danger of inferior
shields," surely one may hope that, quite
apart from the official action which I
have asked the public will learn to
protect itself. It is an abomination that,
as in the case of the helmets, now ended,
the purveyors of murderous truth should
not merely have lined their pockets, but
should have prejudiced the whole ques-
tion to the still further injury of the
men who stand between them and the
Gun.

NO OURLAND DEALING.

As regards existing forms of armour,
some are undoubtedly worth wearing,
though we may hope that they will all
soon be superseded. Much do I honour
the director of a great store in Oxford-
street, who writes offering at once to
withdraw the shields there sold if I con-
demn them. This well-known store has
gone further and withdrawn from sale a
body shield in regard to which the
makers are unable to give any kind of
guarantee. Surely this is honourable
dealing. The evidence suggests that no
one has the right to condemn all the
shields now sold. Some have certainly
saved very many lives. On the other
hand, I confess that I can see no decent
relation at all between the exorbitant
often prohibitive, prices asked for these
things, and the trivial cost of makingeven the best of them. Still, whatever
happens, the great god Capital must be
served.It may be said that the patentees
must have their share for their services.
But what are their services? An almost
total beggary of ideas and of knowledge
is all that I can discover so far, among
the patentees and would-be patentees.
How anyone has the face to "patent"
the obvious beats me. A patent
shield, as at my suggestion, tried and
worn whilst the wearer lunges and is at
once dislocated, whilst his right hand is
caught by its edge. The experiment has
not been tried until the student whose
proper business is saving the lives of
others mullies made inquiry thereof. This
was, in fact, the most promising shield
that I have yet seen, and much may
come of it.Military surgeons, whose names are
known all over the world, are keenly in
favour of suitable armour.One idea, of high promise, stands
quite apart from all the rest of my cor-
respondence. It is more than
chance that the writer is also a specu-
lator in having no patent in view, and de-
siring nothing but to help if he can. He
has done what I suggested last Novem-
ber—that we should study the types of
armour in the museums, and those
evolved by the various forms of animal
life which are armoured against their
enemies, as this poor bare forked animal
Man is not. Him Nature dowered with
a brain; to experiment and see; and that
is our task. My correspondent has
particularly good ideas illustrated in our
museums, but seen by him in practice in
a far-distant land.Mr. Montagu has now assured us that
this matter is being studied by the
Ministry of Munitions. Such ideas as that
to which I refer are now being submitted
to those who have already translated
into hard steel the mind-stuff which is
man's instrument of instruments in his
struggle for life. To the Ministry of
Munitions we shall now most hopefully
and gratefully look for the solution of a
problem which has no insoluble or even
particularly difficult elements, but merely
reads, like problems in general, that we
shall give our minds to it.And posterity will say that we won
this war when to our bravery and our
blockade and our big battalions we
added our brains.

POORER BY £2,000.

THE BISHOP OF LONDON AND HIS
SALARY.The Bishop of London opened the
National Mission of Repentance and
Hope by addressing an open-air meeting
in the churchyard of St. Botolph,
Bishopsgate, on Saturday.Dr. Ingram, who was attired in a
purple cassock and carried a shepherd's
crook, said he was going to talk to his
people from one end of London to the
other. He repudiated the charge of
cowardly levelled against the clergy.
There were 1,200 chaplains under fire in
the Army alone and 300 naval chaplains,
and 10 had given their lives in the
Army and 19 in the Navy, and many
more had been wounded.If the young clergy had not been
allowed to go to war, not their fault, but
the fault of the Bishop, most of whom
thought it was essential to keep up the
spiritual life of the country.Referring to his salary of £10,000 a
year, he said that the State took half of
this in rates and taxes, and he had to
keep up two large houses, with the re-
sult that after 15 years he was £2,000
poorer than when he started.

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giving—brain—strength—
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Hongkong September 4, 1915.

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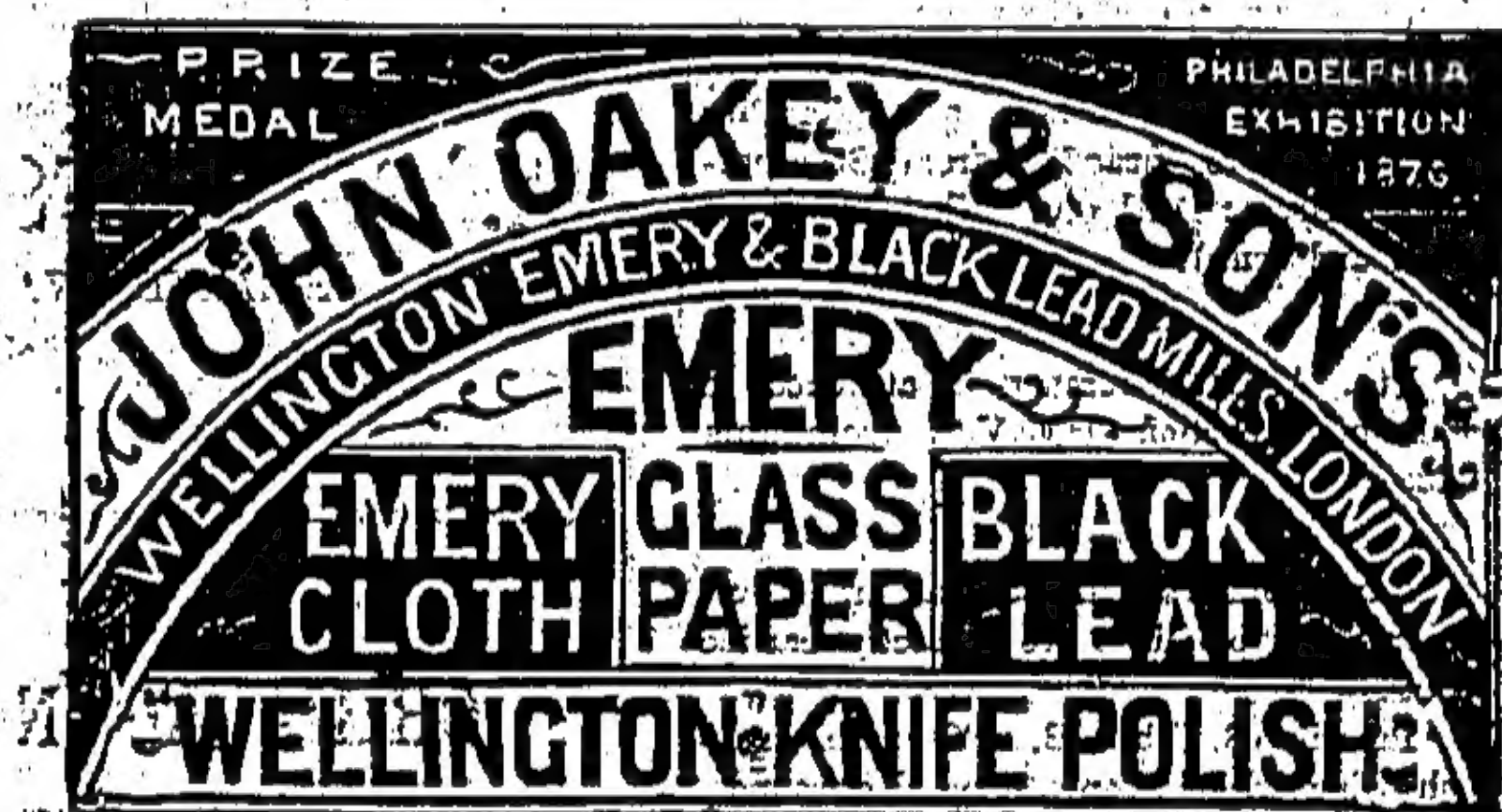
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appetizing flavour to the
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NAME OF DOCK OR SLIP	LENGTH OF SLIP	DEPTH OVER HEADWAY	DEPTH OVER STILL AT LOW TIDE	RISE OF TIDE	RISE OF TIDE
				STRAIGHT	WINDS
KOWLOON					
No. 1 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 2 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 3 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 4 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 5 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 6 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 7 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 8 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 9 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 10 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 11 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 12 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 13 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 14 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 15 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 16 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 17 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 18 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
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No. 28 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 29 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 30 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 31 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 32 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 33 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
No. 34 Dock, Kowloon	177	12' 6"	12' 6"	12' 6"	12' 6"
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hear that the Foote of Penang are
a very satisfactory person, with
a reputation of their pipe-bard. The
will be turning out soon, in kinkis
with pipes and drums complete,
differently Scottish, at will be
to the island of mountain. A
rifle corps would just complete
the picture of the Seraman. Straits

CHILDREN'S COLDS. Let the children rack their little bodies in such a distressing manner, you can so easily cure them with a bottle of Chamberlain's Cough Remedy. For sale by all druggists.

to instal a European barman, Taggart as supervisor, and as control and supervision went being but just as much. It was to the interest of the Colony that such things should be made. He knew the reason why the proposal should be approved, and he reminded the committee that they granted a similar licence at the time when the King Hotel was on the other side of present building. In so far as the interest of the Government at some time might be to take over the public house in the Colony, it was not more untimely to take a licence than to attempt to take a licence could be attended in the same manner.

The board decided to consider the

It has 11 cells, and minimizes the contracting infectious diseases.

He followed a quiet occupation, kept tradesmen's books for a living, and was a man of a rather naturally full and generous mind, and full of sympathy for the poor, having been for a long time a member of the Society for the Relief of the Poor. He was duly marked with the sentence to three months' imprisonment, the manifest error

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

RUMANIA'S GALLANT STAND.

ENEMY PRESSURE IN DOBRUDJA WEAKENED.

LONDON, Oct. 26. A Russian communiqué states that the enemy pressure in Dobruja has weakened.

THE BRIDGE ACROSS THE DANUBE.

LONDON, Oct. 26. An unconfirmed wireless telegram from Rome says the Rumanians have blown up the Cernavoda Bridge across the Danube.

BELGRADE, Oct. 27. The Cernavoda bridge has been blown up.

AMSTERDAM, Oct. 26. A German official telegram asserts that the Rumanians blew up the bridge.

ENEMY HEAVILY REPULSED AT SEVERAL POINTS.

A Rumanian communiqué states:—After violent combats the enemy everywhere was heavily repulsed on the western frontier of Moldavia, where he now occupies but a small portion of territory in the region of the Trotus Pass and the Uul Valley.

We repulsed violent attacks south of Frelend and south-west of Brasso. The enemy progressed west of Jull Valley.

A Rumanian communiqué states:—The Rumanians have succeeded in arresting the pressure on the north-eastern front.

ENEMY CLAIMS CAPTURE OF VULCAN PASS.

LONDON, Oct. 23. A Berlin official announcement claims the capture of the Vulcan Pass in the Carpathians.

MR. ASQUITH AND THE RUMANIAN SITUATION.

Replying in the House of Commons to a question put by Sir Edward Carson, Mr. Asquith said it was impossible, or at any rate undesirable to say more than that the situation of Rumania was engaging the most anxious attention not only of Great Britain but all the Allies, who have taken for many weeks past and were still taking every possible step to support their gallant comrades in the splendid struggle they were making (Cheers). He deprecated unduly pessimistic views; for all the Allies were doing concertedly all in their power to help Rumania in her struggle for independence. (Cheers).

THE SALONIKA ARMY.

LONDON, Oct. 26. A French official report from Salonika states:—Our cavalry, supported by infantry, occupied the bridges at Zvodi and the villages of Golobrida and Laisica, south-west of Lake Prespa.

IMPORTANT SERBIAN SUCCESS.

LONDON, Oct. 26. A Serbian communiqué states:—We captured the heights on the left bank of the Cerna and took 480 prisoners.

CONSTANTINOPLE-SALONIKA RAILWAY DAMAGED.

ATTACK BY NAVAL AEROPLANES.

LONDON, Oct. 26. It is officially announced that six aeroplanes attacked in force on the 23rd and 24th inst. the railway from Constantinople to Salonika. Considerable damage was done to the rolling stock. Aeroplanes failed to return from Balk.

THE FRENCH OFFENSIVE AT VERDUN.

PARIS, Oct. 26. A semi-official statement says the French progress in Fumin and Chénos Woods is part of a converging movement which is now closely pressing in on Fort Vaux, the sole point of the advanced line of defence covering Verdun east of the Meuse which is still in the hands of the enemy.

LATER. The offensive was timed to begin days ago but was postponed owing to unfavourable weather. Apparently the enemy were surprised by the avalanche of heavy shells. The order to attack was given at 11.40 a.m. and was supported by extremely violent artillery. General Mangin, seeing that the attack was particularly successful in the Centre, ordered a continuance beyond the objective, with the result that Douaumont was soon surrounded, but the garrison fiercely defended the position and a terrible struggle continued into the evening, the French bayoneting such Boches as were serving the guns.

The French Right also went beyond their objective, winning a more extensive victory than the Chief of the Command thought possible.

LATER. A communiqué states:—The situation is unchanged at Verdun. The enemy violently bombarded the Vaux and Douaumont sectors.

A German aeroplane was brought down at Vauquois. A French pilot attacked an artillery column on the road from Conflans to Etain at a height of a hundred metres. The drivers fled, abandoning their teams.

BRITISH RAID ENEMY'S TRENCHES.

LONDON, Oct. 26. General Sir Douglas Haig in a communiqué states:—During the night there has been heavy enemy shelling from Faucourt l'Abbaye and Les Boissia, and in the neighbourhood of Stuff and Zoller Redoubts.

Enemy trenches were successfully raided near Monchy and also north-east of Arras. Considerable damage was done and prisoners taken.

FIFTEEN V.C.'S. A STIRRING STORY OF GALLANTRY.

LONDON, Oct. 26. The Gazette contains the announcement that 15 Victoria Crosses have been awarded. The recipients include Major J. V. Campbell, Coldstream Guards, Major W. E. Congreve, late of the Rifle Brigade, Captain W. B. Allen, Captain N. G. Chavasse, both of the Medical Branch, Captain A. C. White, Yorkshire Regiment, a Lieutenant, a Second Lieutenant, six non-commissioned officers and men, and two Canadian privates. Major Campbell receives the award for most conspicuous bravery and able leading in an attack. Seeing the first two waves of his battalion decimated by machine-gun and rifle fire he took personal command of the third line. He rallied his men and with the utmost gallantry led them against the enemy machine-guns, capturing the guns, and killing the personnel. Later, he again rallied the survivors of his battalion and led them at a critical moment through the heaviest fire against the objective and was one of the first to enter the enemy trench. His gallantry and initiative at the most critical moment turned the fortunes of the day and enabled the Division to press on and capture objectives of the highest tactical importance.

THE CAUCASIAN CAMPAIGN.

RUSSIANS OCCUPY BIDJAR.

LONDON, Oct. 26. A Russian communiqué states that after stubborn fighting the Russians occupied the town of Bidjar, north-west of Hamadan.

CHAMBERLAIN'S PAIN-BALM. THERE is nothing so good for rheumatism, sprains, lumbago, cramps of the muscles, bruises and all other ailments as Chamberlain's Pain-Balm. It is used in less time than any other remedy. For sale by all Chemists and Druggists.

BRITISH MINESWEEPER TORPEDOED.

ALL OFFICERS AND 73 MEN LOST.

LONDON, Oct. 26. It is officially announced that an enemy submarine torpedoed and sank the mine-sweeper *Genista* on the 23rd inst.

All the officers and 73 men were lost. Twelve were saved. When last seen the ship was sinking but was still engaged with the enemy submarine.

GERMAN WOMEN AND CHILDREN IN BRITAIN.

LONDON, Oct. 26. Mr. Samuel stated in the House of Commons that 12,350 German women and children had been left in Great Britain since the outbreak of war.

INTERCEPTED LETTERS.

HOW GERMANS TRICKED THE U.S. AUTHORITIES.

NEW YORK, U.S.A., Oct. 26. Intercepted letters from London show that the German Government had been using for telegraphing to German submarines off the American coast. Though the wireless had been officially sealed, those on board had apparently tricked the authorities.

A CANADIAN HOSPITAL DESTROYED BY FIRE.

FARNHAM (Quebec), Oct. 26. A fire attributed to a defective chimney, destroyed the St. Elizabeth Hospital. Most of the 330 persons in the building escaped by jumping from the windows. Twenty-five children were injured by jumping from the third story to the pavement. Five children were killed and fifteen are missing.

REBELLION IN DUTCH INDIES PRACTICALLY ENDED.

THE HAGUE, Oct. 26. Official information indicates that the rebellion at Djambi is practically ended. The ringleader has been captured.

GRAMOPHONE RECORDS FOR ASIATIC SOCIETY.

LANGUAGES OF INDIAN ABORIGINES.

LONDON, Oct. 26. Sir George Grierson yesterday gave to the Asiatic Society gramophone records of the languages of the aborigines of Chotanapur and Santalpur, taken by order of the Behar-Orija Government. Sets of the records will be available to students at the India Office the British Museum and the Asiatic Society. It is hoped that other local Governments of India will follow the example of Behar.

QUARANTINE AGAINST BASRA.

LONDON, Oct. 26. The Consul-General at Alexandria reports that quarantine has been imposed on arrivals from Basra.

THE INDIAN JUTE CONTRACT.

LONDON, Oct. 26. The Times learns that at a meeting of the Dundee Jute Importers Association it was resolved to suggest that the War Office should abandon their scheme for the Government buying jute and allow spinners to buy their own jute provided the Government requisition the tonnage.

OBITUARY.

LONDON, Oct. 26. The death is announced of Sir John Muir Mackenzie, formerly of the Indian Civil Service.

In acknowledging subscriptions to the Red Cross Fund The Times remarks:—The extraordinary sporting cricket club at Epsom sends a further £100 towards the maintenance of their beds at Netley and Rouen Red Cross hospitals, which brings the contributions already received from them up to over £200.

An Irish sentry, who gave the stereotyped answer that his duty was to shoot for anything unusual, when further asked to explain what he would do if a woman came, replied:—I don't know, but I'll shoot her. The officer was badly beaten in trying to answer the question:—What would you do if you saw five hundred women coming across the field? Take the pledge, sir, rejoined the sentry.

MR. HUGHES AND THE HYPHENATES.

A DEFINITE DECLARATION.

NEW YORK, Oct. 26. Mr. Hughes, speaking at Brooklyn, and replying to the charges of the Democrats that he is endeavouring to win the votes of the "hyphenates," declared that he did not want the support of anyone who would not instantly champion the right and interest of America against any country who desired foreign aggression. If elected he would maintain unshakingly American rights on land and sea, while dealing with all nations with the most absolute fairness.

INDIAN PRISONERS OF WAR.

IN THE HANDS OF THE GERMANS AND TURKS.

LONDON, Oct. 26. In the House of Commons Mr. Forster stated that the Germans had taken prisoner 12 Indian officers and 667 men. The Turks had taken 193 officers and 564 men. Two officers and seven men taken by the Germans were in Switzerland. The camps in which the Indians were interned in Germany were at Zossen, Muenster, Osnabruck, Friedrichsfeld and Wahn. Eight prisoners had been exchanged. The numbers given as having been taken prisoner by the Turks were those of which the Army Council had knowledge. In addition there was a considerable number of Indians of the Kit garrison of whom no definite news had been received. The prisoners were at Afionkara Hisar, Raseljan, Broussa, Konis, Yozgat, and Ekinhechir. A certain number of hospital cases were at Bagdad. Six officers and 1,139 men had been exchanged.

EARLIER TELEGRAMS.

THE FIGHTING AT VERDUN.

MORE ENEMY COUNTER-ATTACKS FAIL.

MORE THAN 4,500 UNWOUNDED PRISONERS.

PARIS, Oct. 26. An official report states:—North of Verdun the enemy delivered three successive counter-attacks in the Haudromont and Douaumont region. None succeeded. Our front everywhere was maintained. We continued our progress east of Fumin Wood and north of Le Chenois. The unwounded prisoners so far counted exceed 4,500. There was nothing important elsewhere.

GOOD WORK BY BRITISH BOMBARDMENT AEROPLANES.

Eleven British bombardment aeroplanes accompanied by five protecting aeroplanes at midday on 23rd inst. bombarded the blast furnaces at Hagondange, on which they threw 1½ tons of projectiles. Several fires were caused. The aviators observed that the French aeroplanes had done much damage.

RUMANIA'S GALLANT STAND.

SUCCESSES IN THE CARPATHIANS.

LONDON, Oct. 26. A Rumanian communiqué states:—In the Uul valley the battle continues. We have advanced westward and took 200 prisoners.

In the Otzo valley we completely repulsed the enemy beyond the frontier and took 155 prisoners. We repulsed attacks east of the River Alt, where we continue to press the enemy northward. We need a little ground in the region of Vulcan Pass.

SUBMARINE PIRACY.

LONDON, Oct. 26. The Norwegian steamers *Rijn*, *Asa*, *Gurina* and *David* from Trondheim have been sunk. The crews were saved. The *Eden*, mentioned on 24th inst., is now reported as having been sunk. The crew was taken to Rindem.

DIMINISHED COAL OUTPUT.

MR. ASQUITH APPEALS TO THE MINERS.

LONDON, Oct. 26. Mr. Asquith addressed 3,000 representatives of the coal mining industry. He appealed for the elimination of avoidable absences, whereby five per cent of time was now being lost. "If this were made up to the present deficiency in output would be remedied. The output had progressively decreased since the beginning of the war, although the importance of coal to carry on the war was only second to the importance of having men. The meeting passed a resolution pledging employers and workers to do everything in their power to increase the output."

CORRESPONDENCE.

A COOLIE EMIGRATION QUESTION.

(To the Editor of the "China Mail.")

SIR,—I cannot understand why the Pilgrims' Ship Ordinance of Singapore is not applicable to all vessels of the coolie line of steamers that ply between Hongkong and the Straits. From what I see, and observe they are just as essential in every way. I have been to almost every part of the globe with emigrants and coolies on ships which have had every thing for their comfort in the way of hospital accommodation both for males and females, and attendance. Every Medical Officer who proceeds with these vessels must be a fully qualified Medical Officer and registered in the United Kingdom.

The following should be impressed on the owners or charterers of vessels:—
(1) The Medical Officer appointed should be approved by the Chief Medical Emigration Officer.
(2) That there be a proper Hospital with eight beds.
(3) A female Hospital with three beds.
(4) A proper Dispensary, and the Medical Officer's cabin not to be made a drug store.
(5) A temporary isolation ward made of canvas and wood work.
(6) No vegetables, fowls, ducks or geese to be carried on the upper decks, or kept near the holds where the passengers stay, as these are detrimental to health.
(7) Two male attendants, and a female to help the Medical Officer.
—I am, Sir, yours faithfully,

ONE INTERESTED.

"THE TRADE."

MR. KIPLING'S VERSES.

To the vivid sketches of submarine service which Mr. Kipling is contributing to "The Times" he prefaces a poem entitled "The Trade." We are told that no one knows how the title of "The Trade" came to be applied to the submarine service. Some say that the cruisers invented it because they pretend that submarine officers look like unwashed chautauks. Others think it was coined by the lower deck, where they always have the proper names for things. Whatever the truth, the submarine service is now "the trade," and if you ask them why, they will answer:—What else could you call it? The Trade's trade, of course. Mr. Kipling's verses are as follow:—
They bear, in place of classic names, Letters and numbers on their skin. They play their grisly blindfold games In little boxes made of tin. Sometimes they stalk the Zeppelein. Sometimes they learn where mines are laid. Or where the Baltic ice is thin. That is the custom of "The Trade."

Few prize-courts sit upon their claims. They seldom tow their targets in. They follow certain secret aims. Down under, far from strife or din. When they are ready to begin. No flag is flown, no fuss is made. More than the shearing of a pin. That is the custom of "The Trade."

The Scout's quack-rump funnel flames A mark from Sweden to the Swin. The cruiser's thunderous screw proclaims Her coming out and goings in. But only whiffs of paraffin Or creamy rings that fizz and fade. Show where the one-eyed Death has been. That is the custom of "The Trade."

Their tents, their fortunes, and their fates Are hidden from their nearest kin. No eager public backs or blames. No journal prints the yarns they spin. (The Censor would not let it in!) When they return from run or raid. Unheard they work, unseen they win. That is the custom of "The Trade."

SHIPPING AFTER THE WAR.

ENTIRELY NEW CONDITIONS WILL PREVAIL.

Sir James Mills, in his presidential address to the Institute of Marine Engineers, London, said it was difficult to forecast the position of British shipping after the war, but it was clear that we must be prepared for entirely new conditions.

"The practical control by British shipping of the sea-borne commerce of the world," he declared, "will no longer remain unchallenged. The war losses, in addition to ordinary marine casualties, during the last two years, have seriously depleted our mercantile tonnage, while the output of fresh tonnage had been on so limited a scale, that it will be years before we can hope to enjoy the same relative advantage in regard to the tonnage of the world that we possessed before."

"We must recognise that, side by side with our depletion of tonnage, there has been great activity in the shipbuilding yards of neutral countries, so that we shall find ourselves challenged at every turn by well-equipped competitors. To meet the new situation, we shall require not only ships equal, if not superior, to those of our rivals, but we must also be in a position to employ our tonnage to the very best advantage and with the greatest possible economy. It is obvious that the continuance of our supremacy as a maritime Power will depend not on small degree upon the character and efforts of our engineers, whether they be designers, manufacturers, superintendents, or the body of seagoing men upon whom I have more particularly insisted."

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Leatherface " Nat Gould
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Lynne Court Spinney " Frederick Niven
The S.S. "Glory" " John Webster
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HONGKONG.

CHINA'S VAST COAL RESERVES.

China is capable of supplying the coal demands of the whole world at the present rate of consumption for the next 1,000 years. Experts place China's vast coal reserves at not less than 1,000,000,000,000 metric tons. So, to talk of the possibility of a coal famine for very many years to come seems foolish.

Mr. V. K. King, director of the Geological Survey of China, throws some remarkable light on China's unique position as a great coal producer in an article which is featured in "The Far Eastern Review."

Much good work in the way of surveying China's resources has already been done by the official body of which Mr. King is the head.

"Coal," says Mr. King, "is very widely distributed throughout China; there is not a single province in which coal is not known to occur, but some are much more favoured than others. The northern provinces, Shanxi, Chihli, Shan-shung and Honan are undoubtedly the most important. Shan-shung, in fact, the richest of all. Inner Mongolia as well as Manchuria are fairly well supplied with coal, though in the former case it is less known. The northwestern provinces are much poorer, though Kansu and Szechwan contain numerous coal fields. The same may be said of the Yangtze valley and the southeastern coastal region where the possibility of finding coal is limited by unfavourable geological conditions. The provinces of Hunan and Kiangsi are the exceptions, especially Hunan, which is the richest of the southern provinces. The western provinces are known to possess coal in very numerous localities, but on the whole they are much less important, as the coal seams are usually much thinner, and the fields are broken up into small patches."

"Both bituminous coal and anthracite occur in China, but the latter is probably more extensive as the coal in Shanxi and Hunan, the two richest provinces, is largely anthracite. Anthracite has been, in fact, can be burnt in open stoves without chimneys. The bituminous varieties have in recent years acquired increasing importance, as the coal now worked on a large scale is mostly bituminous; in fact out of about twenty machine-worked mines, only three are mining anthracite. In the Peking-Sydney line in Honan, the Paoching Mining Company, in Shantung and the Tangshan Company in Manchuria, west of Peking. Though the character of the coal is independent of its geological age, the proportion of anthracite is greater in the paleozoic. Both of the two varieties are generally excellent in quality. The anthracite of Shan-shung and Hunan and the bituminous coal of Chihli, Shantung and Kiangsi compare well with the best of its kind in other parts of the world."

IT NEVER FAILS
CHAMBERLAIN'S COLIC, CHOLERA, AND DIARRHOEA REMEDY is a name implies a powerfully effective and reliable remedy in either of these or other ailments. It is the most violent cause of cramps, colic, and pain in the stomach and bowels. It is a most effective remedy for all these ailments. It is a most effective remedy for all these ailments. It is a most effective remedy for all these ailments.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	STEAMERS	To SAIL	REMARKS
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	NORE Capt. D. ASHURY	Noon 3rd Nov.	Direct Service.
HANGHAI, MOJI & KOBE	MALTA Capt. C. C. TALBOT	about 9th Nov.	Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	NYANZA Capt. J. GAUNT	Noon 17th Nov.	Connecting at Colombo with Mail Steamer Mombasa.
SHANGHAI, MOJI & KOBE	NANKIN Capt. G. MANLEY	about 30th Nov.	Direct Service.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.
For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. FARR, Acting Superintendent.
P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.
S.S. "CANADA MARU" Capt. T. SURUGA, Saturday, 11th Nov., at 3 p.m.
Omitting Manila, Keelung and Nagasaki.

AUSTRALIAN LINE. FOR SYDNEY, MELBOURNE, AND ADELAIDE.
S.S. "NANKING MARU" Sunday, 29th Oct., at Noon.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM AND COLOMBO.

S.S. "INDO MARU" Capt. Y. Sonekawa, Monday, 30th Oct., at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.

S.S. "ANNAN MARU" Monday, 30th Oct.

S.S. "SHIBETORO MARU" Capt. S. YAMANE, Friday, 3rd Nov., at Noon.
Calling at Sourabaya, Samarang and Batavia.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING TAKAO, VIA SWATOW AND AMOY.

S.S. "AMAKUSA MARU" Capt. Koshida, Sunday, 26th Oct., at 10 a.m.
Calling at Tamsui, Keelung via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager.

See Nos. 744 & 745.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS		10th Nov., at 11 a.m.
EASTERN	2nd December.	23rd Dec., at 11 a.m.

THE above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. All Steamers fitted with Wireless Telegraphy.
For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND LAPOR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong, on or about: Connecting at Calcutta with: On or about:

--	--	--

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS AND SUEZ AND PANAMA CANALS.
(With liberty to call at the Malabar Coast.)

For BOSTON & NEW YORK.

S.S. EGBERT CASTLE On or about 8th November.

It is intended that the above vessel will proceed via Panama Canal.

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Hongkong and Sourabaya.

Sails on or about:

S.S. HICJUN MARU, For Moji, Kobe & Yokohama, 28th Oct.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY & SHANGHAI	HOIHOW	Oct. 28, Daylight
SHANGHAI & BANGKOK	CHANGCHOW	Oct. 29, Daylight
SHANGHAI	LUCHOW	Oct. 30, at 10 a.m.
MANILA, CEBU & ILOILO	CHUNHUA	Oct. 31, at 4 p.m.
TIENTRIN	KUICHOW	Nov. 2, at 4 p.m.
SHANGHAI	CHIRLI	Nov. 2, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUK"

MANILA LINE. Twin Screw Steamers "Chinhua," "Taming" & "Tean" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tean."
SHANGHAI LINE. PASSENGERS, MAILS & CARGO.
S.S. "Anhui," "Chusan," "Luchow," "Yingchow," "Shantung" and "Sinkiang," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.
For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
MANILA	YUENSANG	SATURDAY, Oct. 28, at 3 p.m.
SHANGHAI, KOBE & MOJI	LAISANG	TUESDAY, Oct. 31, Daylight
HOIHOW & HAIPHONG	TAISANG	TUESDAY, Oct. 31, at 8 a.m.
SANDAKAN	MAISANG	TUESDAY, Oct. 31, at Noon
SHANGHAI	KWONGSANG	WEDDAY, Nov. 1, Daylight
WEIHAWEI & TIENTSIN	CHEONGSANG	WEDDAY, Nov. 1, Daylight
SINGAPORE, PENANG & CALCUTTA	KUMSANG	SATURDAY, Nov. 4, at Noon
MANILA	LOONGSANG	SATURDAY, Nov. 4, at 3 p.m.
SHANGHAI	CHOYSANG	SUNDAY, Nov. 5, Daylight
SINGAPORE, PENANG & CALCUTTA	ONSANG	FRIDAY, Nov. 10, at Noon

RETURN TOURS TO JAPAN.

THE steamers Kutsung, Namsung, Luchow & Fooking leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yokohama Kutsung leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 10 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
Taking Cargo on through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usman, Jesselton and Labuan.
Under Straits Government Passport Regulations. All European Passengers leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

For	STEAMERS	DATE OF DEPARTURE
GENOA	MERIONETHSHIRE	End of November.

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or Passage, apply to DAVID SASSOON & CO. LTD. AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAICHONG	Capt. W. C. Passmore	TUESDAY, 31st Oct. at 11 a.m.
HAICHONG	Capt. J. W. Evans	FRIDAY, 3rd Nov. at 11 a.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to-

DOUGLAS LAFRAIK & Co., General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
SHINYO MARU	22,000-31 knots	Wed., 1st Nov. at Noon
KOREA MARU	18,000-18 knots	Wed., 29th Nov. at Noon
TENYO MARU	22,000-31 knots	Tues., 19th Dec. at Noon
SIBERIA MARU	18,000-18 knots	Wed., 13th Dec. at Noon
NIFFON MARU	11,000-15 knots	

PERSEA MARU 9,000-14 knots, Mon., 20th Nov. at 10.30 a.m.
Omitting Manila.
Via MANILA, Omitting Shanghai.
Omitting Manila and Shanghai.

First Class to London G8348. (£71-10-0) Return G8809. (£218)

" " " San Francisco G8250. " G8437-50.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans-Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.

SEIYO MARU 14,000-13 knots, Thurs., 8th Nov. at Noon.

For full particulars as to Passage and Freight apply to T. DAIGO, AGENT.

Telephone 391. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
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LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAN, CAPE TOWN AND TENERIFE.
SHIRANO MARU, Capt. Fraser, Tons 18,000, Nov. at Noon.
KAGA MARU, Capt. Totsuka, Tons 12,500, Nov. at Noon.

VICTORIA, B.C. & SEAT. via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.
KAMAKURA MARU, Capt. Kawajima, Tons 12,500, Oct. at Noon.
YOKOHAMA MARU, (WEDNESDAY, 22nd Oct., at Noon.

SYDNEY and MELBOURNE via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.
HEISHIM MARU, (MONDAY, 6th Nov., at Noon.
Tons 6,000.

DAY ISLAND TOWNS, SAKI MARU, (TUESDAY, 14th Nov., at 11 a.m.
VILLAGE BREHANE, Capt. Yoshikawa, Tons 12,500, Nov. at 11 a.m.

CALCUTTA via SINGAPORE, PENANG & BANGKOK.
KIRIN MARU, Capt. Sasaki, Tons 9,000, Nov. at Noon.

BOMBAY via SINGAPORE, RANGOON, MALACCA and COLOMBO.
RANGOON MARU, Capt. Kobayashi, Tons 9,000, Nov. at Noon.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU, Capt. Seyda, Tons 12,500, Nov. at 10 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KAMO MARU, Capt. Shimidzu, Tons 18,000, Oct. at Daylight.

YOKOHAMA.
KATOP MARU, Capt. B. Kori, Tons 21,000, Nov. at 10 a.m.

SHANGHAI & KOBE.
CEYLON MARU, Capt. Tsuda, Tons 10,000, Oct. p.m.

SHANGHAI, MOJI & KOBE.
YETOROFU MARU, Capt. Hirata, Tons 9,000, Nov. 10th.

Calling at Brisbane, Sydney and Melbourne only.

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON.
KANAGAWA MARU, Capt. Nohji, Tons 12,500, Middle of November.
TSUBOHA MARU, Capt. Murasumi, Tons 16,000, First half of December.

Wireless Telegraphy.

For further information apply to NIPPON YUSEN KAISHA.

B. MORI, Manager. Telephone No. 391 & 392.

SHIPPING

FRANK WATERHOUSE & CO., INC.

FOR SAN FRANCISCO.

THE Steamship "KRISHIN MARU" will be despatched for the above ports early in November.

FOR VANCOUVER & SEATTLE.

The Steamship "TENSUO MARU" will be despatched for the above ports early in November.

For Freight and further particulars apply to-

JARDINE, MATHESON & Co., Ltd. Agents.

Telephone No. 215 Sub. Ex. No. 10.

Hongkong, Oct. 18, 1916.

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA.

BOMBAY, EGYPT, MEDIEVAL, RAHEAN PORTS, AND LONDON.

Through Bills of Lading issued for DATA VIA PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship NORE, Captain D. ASHURY, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 3rd November, 1916, taking Passengers and Cargo for the above ports. The "Nore" will proceed through to Port Said, Marseilles and London.

Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a steamer of the B.I.S.N. Co.

Parcels will be received at this Office until 2 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. FARR, Acting Superintendent.

Hongkong, Oct. 20, 1916.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"OANFA"

OWING to an outbreak of fire on board this vessel at Durban a General Average Contribution of 1% will be collected.

"Five Sixty" cargo on board "OANFA" at time of fire will contribute this 1% in addition to the present 4% deposit.

"OANFA" is due here about and November.

The General Average Bond will require to be signed and deposits made before countersignature of Bills of Lading can be given.

Hongkong, October 25, 1916. 1182

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via HONOLULU, JAPAN PORTS, AND MANILA.

THE Steamship "SHINYO MARU"

The above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on THURSDAY, 28th October at Noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Cargo remaining undelivered on TUESDAY, 31st October at 5 p.m.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown. All chafed and damaged Cargo will be landed into the Company's Godown, where they will be examined on 2nd November at 10 a.m.

No Claims will be recognised if filed after the 15th November, 1916.

T. DAIGO, Agent.

Hongkong, Oct. 25, 1916. 1189

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "KARONGA"

Captain J. B. PARSONS, having arrived from the above Port, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into HOLLAND, KILLOON, and stored at Consignees' risk and expense.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 30th inst., at 10 a.m.

All Claims must be presented within 14 days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to re-shipment.

Consignees of cargo are hereby notified that they must forward the Import Permit signed by the Superintendent of Imports and Reports, Hongkong, before the Goods can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO. Agents.

Hongkong Oct. 24, 1916. 1173

HONGKONG POLICE RESERVE.

Parades, Central Station, 5.30 p.m.
Saturday, Oct. 28th.—Defaulter's Drill
4.30 p.m. under Chief Inspector Mason.
Monday, Oct. 30th.—Nos. 1, 2 and 4
Sections at Central, No. 2 Section at
Water Police Station.

FOOTBALL.
Saturday, Oct. 28th.—Hongkong Police
Reserve v. R.E. at Happy Valley, Mill-
itary Ground. Kick off at 4.30 p.m.

STRENGTH.
P.C. 506 Antonio is permitted to resign
as from the 25th inst. on Medical
Grounds.

MONTHLY MAGAZINE.
Thursday, Oct. 31st.—There will be a
meeting of the Magazine Committee, at
Headquarters' Club at 5.30 p.m.
(Sgd.) J. W. FRANKS.
A.S.P. (Ry).

To-day's Advertisements

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND
SINGAPORE.

THE Company's Steamship
"KASU" MARU,
having arrived from the above ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Co.'s
Godowns at Kowloon, where each consign-
ment will be sorted out mark by mark and
delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be carried on unless
instructions are given to the contrary
before No. 10, To-day.
Goods not cleared by the 2nd November,
1916, will be subject to sale.
Damaged packages must be left in the
Godowns for examination by the Consignees
and the Co.'s representatives at an appoint-
ed hour on TUESDAY and FRIDAY.
All claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.
NIPPON YUSEN KAISHA.
Agents.
Hongkong, Oct. 27, 1916.

PUBLIC AUCTION.

THE Undersigned have received in-
structions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on
FRIDAY,
the 2nd November, 1916, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner
of Ice House Street—
**HOUSEHOLD AND OFFICE
FURNITURE, &c.,**
Comprising—
Carpets (new), Large Sideboard (Lane,
Crawford make), Dinner Wagon,
Dining Tables and Chairs, 2 Chesterfield
Sofas, Arm-chairs, &c., Wardrobes and
Toilet Tables, Double and Single Bras-
s-mounted Bedsteads, &c., Miscellaneous
Furniture, several lots of Blackwood
Ware, Piano, &c., a lot of Porcelains,
&c., Pantry, Bath Room and Kitchen
Utensils, etc., Large Blackwood Screen,
several good Cabinets, Teapots, Office
Furniture, &c.

Also
"Caille" Motors, Typewriters, Clarip-
nettes, Machine, etc., and Sundry Brass
Ware.
(Full Particulars from Catalogue.)
Towns.—Cuth.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Oct. 27, 1916.

NOTICE.

ANY EUROPEAN, NON ASIATIC OR
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, &c.,
the completion of the "Application," and
stating the name of the steamer or other
vessel or the hour of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

HONGKONG TIDES.

The tide-table given below has been
compiled at the National Almanac Office
in London from the result of the analysis
of observations taken by means of an
automatic tide-recording machine in the
Water Police Basin at Tsim Sha Tsui
during the years 1887-9-9.

The zero of the table corresponds with
the zero of the sounding in the Admiralty
Chart, which has been found to be 4 feet
3 inches below mean sea level.

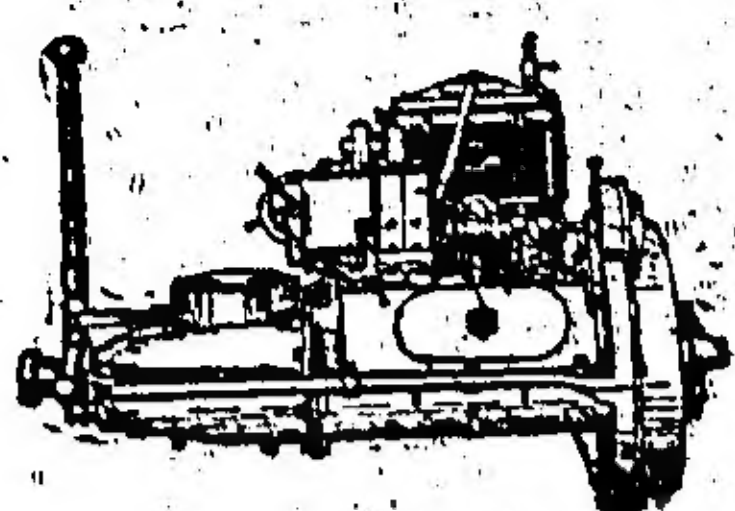
To obtain the depth of water on the
tide gauge at the Victoria Naval Yard
add 2 feet 4 inches, and on the gauge
at Lamont Dock, Aberdeen, add 10 feet
4 inches to the height given in the table.

October 28th to November 2nd 1916.

High Water	Low Water
Time	Time
Oct. 28	Oct. 28
6.15	1.15
6.45	1.45
7.15	2.15
7.45	2.45
8.15	3.15
8.45	3.45
9.15	4.15
9.45	4.45
10.15	5.15
10.45	5.45
11.15	6.15
11.45	6.45
12.15	7.15
12.45	7.45
1.15	8.15
1.45	8.45
2.15	9.15
2.45	9.45
3.15	10.15
3.45	10.45
4.15	11.15
4.45	11.45
5.15	12.15
5.45	12.45
6.15	1.15
6.45	1.45
7.15	2.15
7.45	2.45
8.15	3.15
8.45	3.45
9.15	4.15
9.45	4.45
10.15	5.15
10.45	5.45
11.15	6.15
11.45	6.45
12.15	7.15
12.45	7.45
1.15	8.15
1.45	8.45
2.15	9.15
2.45	9.45
3.15	10.15
3.45	10.45
4.15	11.15
4.45	11.45
5.15	12.15
5.45	12.45

SCRIPPS.

NEW YORK TO PETROGRAD.
"THE MOTOR THAT DID IT."



ALEX. ROSS & CO., Sole Agents.
ESTIMATES FREE

To-day's Advertisements

BOXING! BOXING!

THEATRE ROYAL.

GRAND ASSAULT-AT-ARMS
Under the auspices of the H.K.P.R. in aid of the
KITCHENER MEMORIAL FUND.

on SATURDAY, 4th NOVEMBER, 1916.

BOXING, WRESTLING, WEIGHT-LIFTING AND
CLUB-SWINGING.

PROGRAMME:
Extra Special 15 Minute Round Contest:
CORPL. SCOTT, R.E.

Heavyweight Champion of the Colony.

P.O. PADDY FINN, R.N.

Finalist Army and Navy Middleweight Competition, Aldershot.

Special 10 Minute Round Contest:
SEAMAN MANNING, H.M.A.N.

Lightweight Champion of the Colony.

Six Minute Round Contest:
CORPL. HEATH, R.E.

P.T.E. COTTON, K.S.L.I.

Six Minute Round Contest:
P.T.E. BEESTY, K.S.L.I.

P.T.E. PLIMMER, K.S.L.I.

Six Minute Round Contest:
CORPL. WHITE, R.E.

P.T.E. DAVIES, K.S.L.I.

Referee: H.J. GEDDIS, Esq.

Timekeepers:—Sergt. PITT and Mr. A. E. ALLAN.

Prices: \$5, \$3, \$2 & \$1.

Sailors and Soldiers in uniform Half-price to 22 Seats.

Panel of the H.K.P.R. will render Selections during the evening.

Doors Open 5.30 p.m. Commence 8 p.m. Sharp.

BOOKING AT MOUTRIE'S.

TO LET

TO LET.

OFFICES on 1st Floor, No. 3 Queen's
Road Central, at present in the
occupation of The China Fire Insurance
Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., Ltd.
Hongkong, April 28, 1916.

TO LET—FURNISHED.

3 MOUNTAIN VIEW, Peak.

Apply to—
H. E. POLLOCK,
Prince's Buildings.
Hongkong, Oct. 24, 1916.

TO LET.

ONE FLAT of FOUR ROOMS over
Kowloon Dispensary, nearly
furnished.—Apply Kowloon Dispensary,
or Secretary & Son, Watson & Co., Limited,
Hongkong, June 18, 1916.

TO LET.

OFFICES, 2nd Floor, St. George's
Buildings.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, April 7, 1916.

TO LET.

NO. 7, Ormby Terrace, Granville
Road, Kowloon.
Apply to—
CHEUNG YUK SHU,
c/o YEE SANG FAT & Co.,
24, Queen's Road Central,
Hongkong.

Hongkong, Oct. 13, 1916.

TO LET.

FROM 1st November next FLATS
in "Two Moss" No. 8, The Peak,
Flat specially designed to accommodate
three bachelors at reasonable rentals.
Immediate possession.
Apply to—
YOUNG HEE,
10, Des Voeux Road, Central.
Hongkong, Oct. 13, 1916.

TO LET.

THREE-ROOMED FLATS in Ham-
phrey Building, Kowloon.
Apply to—
YOUNG HEE,
10, Des Voeux Road, Central.
Hongkong, Oct. 13, 1916.

TO LET.

FOUR-ROOMED FLATS in May Road,
with every modern convenience, including
English, Baths and Kitchen Range, Hot
Water and Water Carriage System. A few
Flats specially designed to accommodate
three bachelors at reasonable rentals.
Immediate possession.
Apply to—
YOUNG HEE,
10, Des Voeux Road, Central.
Hongkong, Oct. 13, 1916.

TO LET.

FOUR-ROOMED HOUSES in Ham-
phrey Building, Kowloon.
Apply to—
YOUNG HEE,
10, Des Voeux Road, Central.
Hongkong, Oct. 13, 1916.

TO LET.

TWO-ROOMED FLATS in May Road,
with every modern convenience, including
English, Baths and Kitchen Range, Hot
Water and Water Carriage System. A few
Flats specially designed to accommodate
three bachelors at reasonable rentals.
Immediate possession.
Apply to—
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Hongkong, Oct. 13, 1916.

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Hongkong, Oct. 13, 1916.

SHIPPING.

ARRIVALS.

October 26.

Nyanza, British str., 4183, J. Gaunt,
London Sept. 12, and Singapore Oct. 21.
Mails and General.—P. & O. S. N. Co.
Kano, Japan, Japanese str., 4940, R.
Shimizu, London August 30, General—
N. Y. K.

Holm, Norwegian str., 1066, C. Beck,
Bangkok Oct. 19, and Swatow 23, Rice
and General.—Thornycroft & Co.

Tong Kuei, British str., 3083, W. H.
Bramwell, Marseilles Sept. 17, Ballast—
P. A. Larocque.

Van Spilbergen, Dutch steamer, 2,583,
T. Bauer, Singapore Oct. 19, General—
JAYA-CHINA-JAPAN LINE.

October 27.

Empress of Russia, British str., 8,789,
S. Robinson, Vancouver Oct. 3, General—
C. P. R. Co.

Holm, British str., 869, R. Ritchie,
Shanghai Oct. 21, General.—BUTTERFIELD
& SWIRE.

Konar, Norwegian str., 940, S. Folk,
Munich Oct. 15, Rice.

Cheongching, British steamer, 1,354,
Hutchinson, Swatow Oct. 24, General—
JANSEN, MITHUN & Co., Ltd.

Chinook, British steamer, 1,350, J. V.
Sutton, Manila October 24, General—
BUTTERFIELD & SWIRE.

Lucifer, British str., 1,317, J. Gibbs,
Shanghai Oct. 23, General.—BUTTERFIELD
& SWIRE.

DEPARTURES.

October 26.

Nyanza, for Shanghai and Yokohama.
Cheongching, for Amoy.
Chinook, for Port Farveral.
Italian, for Swatow and Fochow.
Anhui, for Canton.

Sinkiang, for Shanghai.
Yungkuang, for Saigon.
Tientsin, for Canton.

CLEARED.

Lokyang, for Hoihow and Haiphong.
Kaitang, for Pakhoi and Haiphong.
Choyan Maru, for Amoy.

PASSENGERS.

ARRIVED.

Per Nyanza, for Hongkong: from
London, Mr. and Mrs. A. Smith and 2
children, Miss H. L. Mallett, Mr. and Mrs.
Corpusdale, Mr. R. Thorburn, Mr. Comdr.
C. Echlin, Mr. W. J. Crawford, from
Aden, Mr. A. McPherson, from Colombo,
Capt. Soles, from Penang, Mr. R. H.
Ruchman, Mr. J. Kewbram, Mr. and
Mrs. C. Benson, Mr. G. A. Evans, Mr. J. P.
Lorenburg.

Mr. C. Dillon Cornock, Mr. G. N. White,
Mr. W. Whitehead, Mr. T. Evans, Capt. H.
Westers, Messrs G. Purvis, J. de Haan,
A. P. Welch, J. Hamilton, R. H. S. S.
Macedonia, Mr. V. W. Vyas, Rev. L. A. A. A.
For London, from London, Miss E.
Sheridan, from Marseilles, Mr. and Mrs.
J. Watson, Miss J. Watson. For Shang-
hai, from London, Miss M. Bradbury,
Mrs. J. J. McLeary, Mrs. Russell and
child, Rev. and Mrs. M. J. H. H. H. H. H.
Mrs. Ferguson and child, Mr. T. Hadley,
Mrs. W. H. Griffiths, from Marseilles,
Mrs. Sampson and 2 children, from
Singapore, Mr. A. W. Olson, Mr. and Mrs.
L. Kemp, Mr. A. Naested, Mr. R. N.
Truman. For Yokohama, from Port
Said, Mr. Russell and valet, Miss Ellis.

Per Kano Maru, from London, &c.:
for Hongkong, Mr. and Mrs. E. Alter, Mr. J.
Arnold, Mr. A. Arnold, Mr. A. Arnold,
Macedonia, Mr. R. A. A. A. A. A. A. A.
Rumagari, Mr. M. W. N. Alabaster and
child, Mrs. E. C. Duman, Mr. and Mrs. R.
D. Year, Miss M. S. Gray, Mr. S. S. S.
Mr. and Mrs. van ten Briel, Mrs. B. Fraser,
Mr. E. S. Adler, Mr. A. A. Captains, Mrs.
Wade.

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